

COPY

## PURCHASE ORDER

Order Number

No. 1741

WHALING CITY DREDGE &amp; DOCK CORP.

Buell Street • Groton, Conn.

P. O. Box 337

TO: The Anchorage, Inc.  
Warren, Rhode Island

DATE February 28, 1964  
JOB NUMBER  
or WORK ORDER NUMBER Boat Division

SHIP TO: Whaling City Dredge & Dock Corp.  
86 Fairview Avenue, Groton, Conn.

ACCOUNT NUMBER 132  
REQUIRED DELIVERY Before May 1, 1964  
TERMS as stated below

SHIP VIA: Truck to be arranged

F.O.B. The Anchorage Yard

an.	Unit	Size or Part Number	Description	Unit Price	Total Price
ea.		"Dycraft" 40	As described in proposal		

## TERMS OF PAYMENT

Five Hundred Dollars (\$500.00) with this order,  
Five Thousand Five Hundred Dollars (\$5,500.00)  
upon completion of fiberglass hull and decks, Six  
Thousand Dollars (\$6,000.00) when ready to load  
on truck for delivery.

All your workmanship, materials, and hull design will when completed  
comply with United States Coast Guard requirements for transporting  
49 passengers for hire in rivers and harbors of the United States.

~~The inspection work will be at no cost to this Corporation.~~

Material required or	Equipment No.	Description	Total \$
		Boat Division - Additional Equipment	

Requested by C. B. Sharp

## Shipping &amp; Billing Instructions

- On day shipment is made:
  - Mail original bill of lading & invoice in DUPLICATE to us at BUELL STREET, P.O. Box 337, Groton, Conn.
  - Mail duplicate copy of bill of lading to consignee at consignee's address.
- Packing lists or loading tickets must accompany each shipment.
- Our purchase order number MUST appear on all INVOICES, PACKAGES, B/L, PACKING SLIPS & CORRESPONDENCE.
- We reserve the right to refuse delivery of any material and merchandise covered by this order where shipping instructions have not been adhered to as required.

WHALING CITY DREDGE &amp; DOCK CORP.

By (Signed C.B. Sharp, Pres.)  
Authorized Signature

Vendor

7  
Jo:

Reg Stoops

THE ANCHORAGE, INC.  
57 MILLER ST. WARREN, R. I. 02885  
Tel. Code 401 - CHerry 5-3300

Less Paper Work Than You Think - Keep the White - Return the Pink

SUBJECT

40' Sightseeing Launch

DATE

*Reply Message*

## MESSAGE

Customer for a 40' Hull at Groton has been quoted on hull at \$6250.

We had told him forward aluminum clamp and guard with wooden after clamp and transom clamp would run ~~\$2600~~ \$585.

At first we were quoting \$2600 on forward side and after deck but this has been cut down considerably (see print we have had C.G. o.k. How much will it bring

price down? Engine stringers were quoted at \$275 but now are to include fuel oil tank as sketched. Price Subject to acceptance in weeks

## REPLY

time, what can we say about earliest possible delivery?

DATE

*3/21/64*

Reduction for less deck ..... \$50.

Cost of after cabin ..... 350.

Delivery of hull to the Anchorage ..... 4 weeks. (possibly 3)

SIGNATURE

RECIPIENT

FORM 87-RM1

TREASURY DEPARTMENT  
UNITED STATES COAST GUARD



ADDRESS REPLY TO:

Officer in Charge  
Marine Inspection  
409 Federal Building  
Providence, R. I. 02903

5941/V-8596  
31 March 1964

The Anchorage, Inc.  
Warren, R. I.

Subj: Anchorage 40' Fiberglass Hull #7; drawings for

Ref: (a) Application for Inspection dated 25 March 1964

Gentlemen:

In accordance with reference (a), the hull construction plans, enclosures (1) and (2), are returned approved. This approval applies to the basic hull and deck structure as shown.

The integral fuel tank drawing, enclosure (3), is returned disapproved. The use of a material with a ~~melting point~~ <sup>HEAT DISTORTION POINT</sup> between 700° and 1000° F as shown for integral fuel tanks is not considered by this office to be a safe practice.

Inasmuch as the installation of the engine and all other equipment is to be accomplished at Groton, Connecticut, the owners are advised by a copy of this letter to submit additional plans or specifications in accordance with 46 CFR 177.05-1 to the Officer in Charge, Marine Inspection, New London, Connecticut.

Very truly yours,

A handwritten signature in dark ink, appearing to read "W. C. Mahoney", written over the typed name.

W. C. MAHONEY, CAPT, USCG  
Officer in Charge, Marine Inspection

Encl: (1) Construction details, sheet 1  
(2) " " " " , sheet 2  
(3) 100 gallon integral fuel oil tank drawing

Copy to: w/o encl.  
OCMI, New London  
Whaling City Dredge and Dock Corp.  
86 Fairview Avenue, Groton, Conn.

# THE ANCHORAGE, INC.

FOOT OF MILLER STREET      WARREN, RHODE ISLAND  
 AREA CODE 401      CHerry 5-3300

## INVOICE

No. **13106**

Whaling City Dredge & Dock Corp.  
 86 Fairview Avenue  
 Groton, Connecticut

Attention: Mr. C. B. Sharp, President

INVOICE DATE <b>July 16, 1964</b>	
OUR ORDER NO.	
YOUR ORDER NO.	
TERMS	F.O.B.
SALESMAN	
SHIPPED VIA	PPD. OR COLL.

SHIPPED TO

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	40' #7 as per contract		\$ 12,000
	Paid on Account      \$ 500		
	5,500		
	6,000		
	<u>12,000</u>		
	Amount Owed		00000
	<u>Extras</u>		
	Loading — 35 hours		\$ 167.00
	Bow Clamp Moulding		49.00
	After Hatch		42.00
	Drafting		<u>150.95</u>
			\$ 409.25
	Cradle — if wanted		300.00

FOOT OF MILLER STREET      WARREN, RHODE ISLAND  
AREA CODE 401      Cherry 5-3300

# HYOICE

No. **13475**

Whaling City Dredge & Dock Corp.  
86 Fairview Avenue  
Groton, Connecticut  
Attention: Mr. C. R. Sharp, President

INVOICE DATE	
October 30, 1964	
OUR ORDER NO.	
YOUR ORDER NO.	
TERMS	F.O.B.
SALESMAN	
SHIPPED VIA	PPD. OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Credit against loading and drafting cost customer did not feel obligated to pay		\$153.25



Double Dolphin

Engine- Lathrop D-110-V Marine Diesel Engine Type LERV,  
With Paragon Heavy Duty Gear 2 $\frac{1}{2}$ :1 reduction.

The following materials were purchased from Essex Machine Works, Inc.  
Manuf. by Wilcox-Crittenden

- ✓ Fig. 7801 Bowlight Chrome (1) ✓
- ✓ Fig. 7085 Sidelight Chrome (2) ✓
- ✓ Fig. 9333 Sternlight Chrome (1) ✓
- ✓ Fig. 1923 Search Light 12 Volt No. 2 (1)
- ✓ Fig. 414 Bow Chocks Galv (2)
- ✓ Fig. 6030 Lifting Handles Chrome (6) *2 each Hatch*
- ✓ Fig. 549 Flag Pole Socket Chrome (1) ✓
- ✓ Fig. 550 Flag Pole Socket Chrome (1) ✓
- ✓ Fig. 409 12" Galv. Dock Cleats (8) ✓
- ✓ Fig. 6182 8" Shipsbell Chrome (1) ✓
- ✓ Fig. 1450 Type 1- Model 2- Complete Toilet (1) ✓
- ✓ Fig. 2025 Bronze Set of Anchor Chocks for 30# Danforth Anchor ✓
- ✓ Fig. 5705 Steering Wheel (1) ✓
- ✓ Fig. 122620 Two way Gear Box (1) ✓
- ✓ Fig. 122820 Gear Box with Spindle (1) ✓
- Kainer Co ✓ Fig. 123220 - Model B Segment and Worm Gear for 1 $\frac{1}{4}$ " Rudder Post (1) ✓  
Monel Tail Shaft 1 $\frac{1}{2}$ " x 10' *Prop*
- ✓ Fig. 8731 Drain Plugs Bronze (3) - *1 installed*
- ✓ Fig. 1507 3/4" Seacock (1) - *Toilet*
- ✓ Propeller 24 X 17 x 3 RH MP 1 $\frac{1}{2}$ " ✓
- ✓ Fig. 1507 - 1 $\frac{1}{4}$ " Seacock (1) *Cooling Water*
- ✓ Fig. 1507 - 1 $\frac{1}{2}$ " Seacock (1) - *Toilet*

The Following materials we purchased from Shipman's Fire Equip. Co.

- ✓ 15 lb. CO2 FYR-Fyter Fire Extinguishers with Marine Brackets (2) ✓
- ✓ 5 lb. CO2 Fyr-Fyter Fire Extinguisher with Marine Bracket (1) ✓

The following Materials were purchased from Whitehead Metals, Inc.

- ✓ #6063-T4 Extruded Aluminum Moulding - *Fender*
- ✓ 5 lengths  $\frac{1}{4}$  x 2 x 16'

- ✓ #6063-T5 Extruded Aluminum Tee - *Hatches*
- ✓ 4 lengths 1 x 1 x 1/8 x 16'

- ✓ #6061-T6 Extruded Aluminum Angle - *Cabin Trim*
- ✓ 4 lengths 3/4 x 3/4 x 1/8 x 16'

The following materials were purchased from the J.L. Hammet Company

- ✓ #840-4 Settees 4' Long (20)
- ✓ #840-6 Settees 6' Long (12)

*13 + 2. put Kenderall Sq Camp 42 Mo's*

Double Dolphin

The following materials were purchased from the New London Marine Supply Co.

- ✓ Par #4290 Stirrup Pump (1) ✓
- ✓ Par. #4615 Auto Sea Gulp 12V Bilge Pump (1) ✓
- ✓ Groco #HD-1250 Duplex Strainer 1 1/2" (1)
- ✓ Morse "MT" Control (1)
- ✓ #857 Thru Hull 1 1/2" (2)
- ✓ #1509 Tailpiece 1 1/2" (2)
- ✓ #1102 Dome Lite - 5" (1)
- ✓ C-201-5 Rescue Light 8 hr (1)
- ✓ 24" Life Ring ✓
- ✓ 1/2" Aluminum Moulding 4lengths 12' ea. *Cabin Trim*
- ✓ KTD-12 Horn (1)
- ✓ M-225 Muffler (1) ✓
- ✓ #244 Boat Hooks #4 Galv. (2)
- ✓ SPDT-200 Amp Knife Switch (1)
- ✓ SPST-200 Amp Knife Switches (2) *Not installed*
- ✓ #33 Cable (31') *Morse Control*

The following material was purchased from The Surrrette Storage Battery Co., Inc.

- ✓ HG2- 6 Volt Battery (2)

*Anchor by W.L. City*  
*Fuse Boxes*

8/11/3/65  
Chas Sharp of Whaling City called asking  
for WGS (because of his low quote to Willis  
I believe) and asked for quote on  
1 and on 2 40'ers furnished to same  
extent as we did previously for him  
Only complaint was reverse gear which  
he had run in reverse all year  
carried 17,000 - wants to get it up to 25,000 for 66  
Boat ran excellently.



RGL		
Quoted	6250 hull with stringers	Bell Stewart included
10,680	120 skids	included 2
806	585 clamps	included
702	2600 decks	decks plus main cabin with balsacore side decks + roof + carlins
<hr/>		6950
12,188	9555	wrote later adding 550 mold amt.
12,000	6950	
	2605 lower for more work	
	9555	
	7500	
changed to	2055 lower	

at 4.40 plus 50% for O.H. or 6.60 per hr.  
Would like us to quote finished boat.  
Hasnt got his financial report from acct  
yet but carried 17,000 people, some at \$1.00  
adults without coupon at \$2.50 - 29' footers  
he has need repowering and would  
rather sell them and get larger boats like  
40 as one captain can handle twice  
the number of people. We can look over boat  
there if we wish but wants quote.

Phoned Chas. Sharp of Whaling City B+  
DD Co. Groton 11/19/65. He had seen  
WGS's quote to Capt W, and had expected  
ours to be down with it. Is getting some  
counter quotes before doing anything.  
His cost to finish 40 we supplied he  
says was 27. \$15,000 (making total cost  
\$ 27,000 including Tallrope 110 Diesel at 2700  
which was 25% off list. His labor he figured

November 8th,  
1 9 6 5

Mr. C. B. Sharp, President  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Your recent 'phone call was much appreciated, especially your saying that you had no complaints even with the reduction gear now that you have an opposite rotation wheel and your request for a quotation on the duplication of Double Dolphin as we furnished it.

On a single boat we can get the price down to \$10,788 and on two to be built simultaneously to \$10,300. This includes fiberglass bow clamp and after hatch which were extras before and everything else we furnished exclusive of loading and drafting but see no necessity for further drafting. Cradle would be loaned for delivery.

Yours very truly,

The Anchorage, Inc.

R. G. Lundstrom, Manager

RGL/ev

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RGL/ev

January 11th,  
1966

Mr. C. B. Sharp, President  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

We have reviewed our quotation of November 8th and find that we cannot lower it.

To complete a Dycraft 40 duplicating "DOUBLE DOLPHIN" we estimate we can supply one boat at \$22,875 or two at \$21,830 in the water ready for delivery. We have included all items furnished on previous boat plus engine, 110 h.p. Lathrop diesel complete installed, lights, wiring, railings, deck hardware, anchor, (25 lb. SeaClaw) with 150 5/8" nylon anchor rode, two 50' nylon tie lines, ventilators, brass half oval or rigid vinyl guards, fuel tank connections, steering station and steering complete, after cabin with companionway doors, head, sink with water tank, life preservers (40) and stowage for same, seating, complete painting, name and numbers, portable extinguishers, Jabsco 1 1/4" off engine pump and manual pump including acceptance trial here and delivery subject to acceptance within ten days of one boat by May 30th with second if ordered for concurrent building week of June 20th. We have not included in the above figures, any overhead protection for passengers or helmsman although you have indicated a desire to work out something in this regard.

Yours very truly,

The Anchorage, Inc.

R. G. Lundstrom, Manager

RGL/ev

22,700 on 1  
21,600 on 2

+ using CG testing costs



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## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

POST OFFICE BOX 337

TELEPHONE N. L. 445-7401

January 24, 1966

The Anchorage, Inc.

Warren

Rhode Island

Attention: R. G. Lundstrom, Manager

Gentlemen:

The following are the requirements on the part of The Anchorage, Inc. with respect to the purchase by Whaling City Dredge & Dock Corporation of two Dyer-craft 40 foot fiberglass hulls which are to be built, finished, painted, lettered and equipped with equipment of the type, kind and quality as shown on the attached list. Both Dyer-craft 40's shall be equipped in a manner satisfactory to the United States Coast Guard for the transportation of passengers for hire.

Both boats upon completion shall be very substantially constructed in appearance and quality and of similar equipment as Whaling City Dredge & Dock Corporation vessel the "Double Dolphin".

The Anchorage Inc. will have the first boat completed and in the water at Warren, Rhode Island fueled, seaworthy and Coast Guard inspected in time for its acceptance and travel to Groton, Connecticut by Whaling City Dredge & Dock Corporation not later than May 28, 1966. The second boat shall be completed and in the water at Warren, Rhode Island fueled, seaworthy and Coast Guard inspected in time for its acceptance and travel to Groton, Connecticut by Whaling City Dredge & Dock Corporation not later than June 14, 1966.

Both boats are to be equipped with Lathrop D-110-V Marine Diesel Engines, flexible couplings and flexible engine mounts, with Paragon heavy duty clutch and reverse gear  $2\frac{1}{2} : 1$  reduction and standard equipment, shafts and wheels, all navigation and general lighting fully wired and operational, all deck hardware, steel welded safety railing and overhead pipe supports for public address system, gate chains, four screened copper compartment ventilators, 100 gallon fuel tanks and piping fully connected and operational, complete steering stations and apparatus, engine controls, all seating similar to the Double Dolphin, life preservers for 50 people proportioned as per United States Coast Guard regulations, stowed in a manner similar to the Double Dolphin. Complete painting, including name on stern and registration numbers (Whaling City to furnish data). Portable co2 fire extinguishers, auxiliary bilge pumps for both hand and power individual operation. Whaling City will furnish anchors and lighting terminal switch boxes to the Anchorage plant at no cost to The Anchorage, Inc. All trim around after cabin and deck hatches shall be of similar size, kind and appearance as the Double Dolphin.

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT 06341

POST OFFICE BOX 337

TELEPHONE N. L. 445-7401

January 24, 1966

- 2 -

The Anchorage, Inc.

CO  
P  
Y

All hardware for hatches, doors, compartments, etc., shall be similar to the Double Dolphin. Deck lines shall consist of four 3/4" diameter manila lines thirty feet long for each boat. One end of each piece shall have a twelve inch spliced eye with the other end plain. An anchor line for each boat shall be of 1" diameter manila 150 feet in length, with a short spliced eye on one end and the other end plain. The batteries for starting and lighting purposes shall be similar to those in the Double Dolphin, mounted in a lead lined box and properly secured. All wiring shall be first class and in a workmanlike manner. The batteries in the Double Dolphin are two Surrrette HG-2 6 volt wired so that the electric system is twelve volts. The exhaust pipe must be three inch copper to support 2 1/2" engine exhaust plus cooling water.

Whaling City Dredge & Dock Corporation agrees to pay The Anchorage, Inc. Five Hundred Dollars (\$500.00) with this order, Ten Thousand Dollars (\$10,000.00) when both fiberglass hulls and cabin sections have been completed, Twenty Thousand Dollars (\$20,000.00) when engines, drive shafts, propellers, complete steering gear, fuel piping and tanks, guards and all deck hardware is in place, Five Thousand Dollars (\$5,000.00) upon acceptance of the first completed boat on May 28, 1966 and Seven Thousand Five Hundred Dollars (\$7,500.00) upon the acceptance of the second completed boat on June 14, 1966.

It is agreed that for each day in advance of May 28 and June 14, 1966, not including Saturdays and Sundays, that an early delivery can be made by The Anchorage Inc., Whaling City Dredge & Dock Corporation will increase the total purchase price by Ten Dollars (\$10.00) per day. However, for each calendar day (including Saturdays and Sundays) that The Anchorage, Inc. delays the delivery date after May 28 and June 14, 1966, Whaling City Dredge & Dock Corporation will deduct One Hundred Dollars (\$100.00) per calendar day from the agreed total purchase price, which is Forty Three Thousand Dollars (\$43,000.00) for two completed and operational boats, United States Coast Guard approved similar to the Double Dolphin.

The Anchorage, Inc. does guarantee for 30 days after acceptance against all defects in workmanship and materials on either or both boats.

Very truly yours,

CBS:ja

Equipment spec. sheets A &amp; B encl.

Whaling City Dredge &amp; Dock Corp.

ACCEPTED: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_ Title

C. B. Sharp  
President

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

January 24, 1966

The Anchorage, Inc.  
Warren  
Rhode Island

Attention: R. G. Lundstrom, Manager

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BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

January 24, 1966

- 2 -

The Anchorage, Inc.

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Equipment spec. sheets A &amp; B encl.

Whaling City Dredge &amp; Dock Corp.

ACCEPTED: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_ Title

C. B. Sharp  
President

WHALING CITY DREDGE & DOCK CORP.

Suall Street, Groton, Connecticut

January 31st, 1966

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Warren  
Rhode Island

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Both boats upon completion shall be very substantially constructed in appearance, finish and quality and of similar equipment as Whaling City Dredge & Dock Corporation vessel the "Double Dolphin." If ballast and/or stability tests are required, the costs of these are to be added to the price quoted.

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WHALING CITY DREDGE & DOCK CORP.

Ruell Street, Groton, Connecticut

January 31st, 1966

-2-

The Anchorage, Inc.

All hardware for hatches, doors, compartments, etc., shall be similar to the Double Dolphin. Deck lines shall consist of four 3/4" diameter manila lines thirty feet long for each boat. One end of each piece shall have a twelve inch spliced eye with the other end plain. An anchor line for each boat shall be of 1" diameter manila 150 feet in length, with a short spliced eye on one end and the other end plain. The batteries for starting and lighting purposes shall be similar to those in the Double Dolphin, mounted in a lead lined box and properly secured. All wiring shall be first class and in a workmanlike manner. The batteries in the Double Dolphin are two Surrrette HC-2 6 volt wired so that the electric system is twelve volts. The exhaust pipe must be three inch copper to support 2 1/2" engine exhaust plus cooling water.

Whaling City Dredge & Dock Corp. agrees to pay the Anchorage, Inc. for the above described boats the total sum of \$43,000, said sum of \$43,000 to be paid as follows: \$1,000 with this order; \$10,000 when the boat hulls and cabin sections have been molded; \$10,000 when the engines are received by The Anchorage, Inc. from the manufacturer; \$10,000 when the engines, drive shafts, propellers, complete steering gear, fuel piping and tanks, guards and all deck hardware is in place; \$5,000 upon acceptance of the first completed boat on May 28, 1966 and \$7,000 upon the acceptance of the second completed boat on June 14, 1966.

It is agreed that for each day in advance of May 28 and June 15, 1966, not including Saturdays and Sundays, that an early delivery can be made by The Anchorage, Inc., Whaling City Dredge & Dock Corp. would increase the total purchase price by \$10 per day. However, for each calendar day (including Saturdays and Sundays) that The Anchorage, Inc. delays the delivery date after May 28 and June 14, 1966, Whaling City Dredge & Dock Corp. will deduct \$100 per calendar day from the agreed total purchase price provided further, however that The Anchorage, Inc. shall not be responsible for delays in delivery caused by neglect of Whaling City Dredge & Dock Corp. to comply with the provisions of this agreement, acts of God, any act of any government or agency, department or subdivision thereof, war, riot, strikes or labor trouble (regardless of the cause thereof and the responsibility therefor) fire, flood, civil commotion, or any other cause beyond the control of The Anchorage, Inc.

With reference to liability and insurance, it is agreed The Anchorage Inc. will obtain an all risk, no deductible builders risk policy as per standard industry form for the account of The Anchorage Inc., Anchorage Plastics Corp. and Whaling City Dredge & Dock Corp as their interests may appear and provide Whaling City Dredge & Dock Corp. with a Certificate of Insurance at a cost of \$86 per boat to Whaling City Dredge & Dock Corp. After each boat has been accepted by the purchaser at The Anchorage Inc. dock or elsewhere Whaling City

W H A L I N G C I T Y D R E D G E & D O C K C O R P

Buell Street, Groton, Connecticut

January 31st, 1966

-3-

The Anchorage, Inc.

Dredge & Dock Corp. agrees to hold The Anchorage Inc. and Anchorage Plastics Corp. harmless for any loss of or damage to or loss of use of the aforementioned vessels whether due to their negligence or otherwise.

The Anchorage, Inc. does guarantee for 30 days after acceptance against all defects in workmanship and materials on either or both boats but only insofar as The Anchorage Inc. in turn has a guarantee from the manufacturer in the case of engines, gear, and equipment.

Very truly yours,

Whaling City Dredge & Dock Corp.

Equipment spec. sheets A & B encl.

ACCEPTED: \_\_\_\_\_

C. B. Sharp  
President

BY: \_\_\_\_\_

DATE \_\_\_\_\_ TITLE \_\_\_\_\_

W H A L I N G C I T Y D R E D G E & D O C K C O R P .

Buell Street, Groton, Connecticut

January 31st, 1966

The Anchorage, Inc.  
Warren  
Rhode Island

Attention: R. G. Lundstrom, Manager

Gentlemen:

The following are the requirements on the part of The Anchorage, Inc. with respect to the purchase by Whaling City Dredge & Dock Corporation of two Dycraft 40 foot fiberglass hulls which are to be built, finished, painted, lettered and equipped with equipment of the type, kind and quality as shown on the attached list. Both Dycraft 40's shall be equipped in a manner satisfactory to the United States Coast Guard for the transportation of passengers for hire.

Both boats upon completion shall be very substantially constructed in appearance, finish and quality and of similar equipment as Whaling City Dredge & Dock Corporation vessel the "Double Dolphin." If ballast and/or stability tests are required, the costs of these are to be added to the price quoted.

The Anchorage Inc. will have the first boat completed and in the water at Warren, Rhode Island fueled, seaworthy and Coast Guard inspected in time for its acceptance and travel to Groton, Connecticut by Whaling City Dredge & Dock Corporation not later than May 28, 1966. The second boat shall be completed and in the water at Warren, Rhode Island fueled, seaworthy and Coast Guard inspected in time for its acceptance and travel to Groton, Connecticut by Whaling City Dredge & Dock Corporation not later than June 14, 1966.

Both boats are to be equipped with Lathrop D-110-V Marine Diesel Engines, flexible couplings and flexible engine mounts, with Paragon heavy duty clutch and reverse gear  $2\frac{1}{2} : 1$  reduction and standard equipment, shafts and wheels, all navigation and general lighting fully wired and operational, all deck hardware, steel welded safety railing and overhead pipe supports for public address system, gate chains, four screened copper compartment ventilators, 100 gallon fuel tanks and piping fully connected and operational, complete steering stations and apparatus, engine controls, all seating similar to the Double Dolphin, life preservers for 50 people proportioned as per United States Coast Guard regulations, stowed in a manner similar to the Double Dolphin. Complete painting, including name on stern and registration numbers (Whaling City to furnish data). Portable co2 fire extinguishers, auxiliary bilge pumps for both hand and power individual operation. Whaling City will furnish anchors and lighting terminal switch boxes to the Anchorage plant at no cost to The Anchorage, Inc. All trim around after cabin and deck hatches shall be of similar size, kind and appearance as the Double Dolphin.

4170

W H A L I N G C I T Y D R E D G E & D O C K C O R P .

Buell Street, Groton, Connecticut

January 31st, 1966

-2-

The Anchorage, Inc.

All hardware for hatches, doors, compartments, etc., shall be similar to the Double Dolphin. Deck lines shall consist of four 3/4" diameter manila lines thirty feet long for each boat. One end of each piece shall have a twelve inch spliced eye with the other end plain. An anchor line for each boat shall be of 1" diameter manila 150 feet in length, with a short spliced eye on one end and the other end plain. The batteries for starting and lighting purposes shall be similar to those in the Double Dolphin, mounted in a lead lined box and properly secured. All wiring shall be first class and in a workmanlike manner. The batteries in the Double Dolphin are two Surrrette HG-2 6 volt wired so that the electric system is twelve volts. The exhaust pipe must be three inch copper to support 2 1/2" engine exhaust plus cooling water.

Whaling City Dredge & Dock Corp. agrees to pay the Anchorage, Inc. for the above described boats the total sum of \$43,000, said sum of \$43,000 to be paid as follows: \$1,000 with this order; \$10,000 when the boat hulls and cabin sections have been molded; \$10,000 when the engines are received by The Anchorage, Inc. from the manufacturer; \$10,000 when the engines, drive shafts, propellers, complete steering gear, fuel piping and tanks, guards and all deck hardware is in place; \$5,000 upon acceptance of the first completed boat on May 28, 1966 and \$7,000 upon the acceptance of the second completed boat on June 14, 1966.

It is agreed that for each day in advance of May 28 and June 14, 1966, not including Saturdays and Sundays, that an early delivery can be made by The Anchorage, Inc., Whaling City Dredge & Dock Corp. would increase the total purchase price by \$10 per day. However, for each calendar day (including Saturdays and Sundays) that The Anchorage, Inc. delays the delivery date after May 28 and June 14, 1966, Whaling City Dredge & Dock Corp. will deduct \$100 per calendar day from the agreed total purchase price provided further, however that The Anchorage, Inc. shall not be responsible for delays in delivery caused by neglect of Whaling City Dredge & Dock Corp. to comply with the provisions of this agreement, acts of God, any act of any government or agency, department or subdivision thereof, war, riot, strikes or labor trouble (regardless of the cause thereof and the responsibility therefor) fire, flood, civil commotion, or any other cause beyond the control of The Anchorage, Inc.

With reference to liability and insurance, it is agreed The Anchorage Inc. will obtain an all risk, no deductible builders risk policy as per standard industry form for the account of The Anchorage Inc., Anchorage Plastics Corp. and Whaling City Dredge & Dock Corp as their interests may appear and provide Whaling City Dredge & Dock Corp. with a Certificate of Insurance ~~at a cost of \$500 per boat to Whaling City Dredge & Dock Corp.~~ After each boat has been accepted by the purchaser at The Anchorage Inc. dock or elsewhere Whaling City

W H A L I N G C I T Y D R E D G E & D O C K C O R P

Buell Street, Groton, Connecticut

January 31st, 1966

-3-

The Anchorage, Inc.

Dredge & Dock Corp. agrees to hold The Anchorage Inc. and Anchorage Plastics Corp. harmless for any loss of or damage to or loss of use of the aforementioned vessels whether due to their negligence or otherwise.

The Anchorage, Inc. does guarantee for 30 days after acceptance against all defects in workmanship and materials on either or both boats but only insofar as The Anchorage Inc. in turn has a guarantee from the manufacturer in the case of engines, gear, and equipment.

Very truly yours,


Whaling City Dredge & Dock Corp.

Equipment spec. sheets A & B encl.

ACCEPTED: The Anchorage Inc

BY: H. B. Dyer

DATE Feb. 3, 1966 TITLE President

  
C. B. Sharp  
President

January 31st,  
1 9 6 6

Mr. C. B. Sharp  
Whaling City Dredge & Dock Corp.  
P. O. Box 337  
Groton, Connecticut

Dear Mr. Sharp:

We appreciate your getting the ball rolling by drawing up a letter to constitute our agreement which was generally acceptable.

It has been retyped to include an arrangement of payments a little more equitable and easier for us to live with. We are asking for \$500 down per boat instead of the pair and that the largest payment be broken into two smaller ones.

We have included a notation about insurance coverage at very modest cost to you. The ballast you subsequently added was not mentioned and we wish to state that it is not to be provided at the price quoted nor are stability tests even though we see no reason for them being required. Also, our guarantee of the mechanical components would be limited to that of the manufacturer.

We trust that these alterations meet with your approval and that you will sign and return the enclosures at your first opportunity.

Yours very truly,

The Anchorage, Inc.

R. G. Lundstrom, Manager

RGL/ev  
Enc. contract



February 8th,  
1966

Mr. C. B. Sharp  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

We wish to acknowledge and thank you for your second deposit in the amount of \$500 and the receipted letter of contract. A copy of this is enclosed which has been signed by Mrs. Dyer.

The first hull is molded and the deck well under way. Some of the catalog numbers on the lights used have been discontinued but we will endeavor to get the nearest equivalent. The engines are on order and the first scheduled to be delivered March 1st. Wish we had started these last fall for you but will push with all possible vigor.

Yours very truly,

The Anchorage, Inc.

R. G. Lundstrom, Manager

RGL/ev  
Enc. signed copy contract

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

February 18, 1966

The Anchorage, Inc.  
Warren, Rhode Island 02885

Attention: Mr. R. G. Lundstrom, Manager

Dear Sir:

The following information refers to paint for the two boats you are building:

Manufacturer- Socony Paint Products Co.  
Metuchen, New Jersey 08840

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✓ Allwood slats on seating benches - 51-Y-4 Sovalex EN  
International Orange  
All metal on seats including bolts - Factory Galvanized

Welded pipe hand rail and pipe grab irons at access-

✓ 29-G-220 Dark Green Marine Enamel

Deck color and vertical outside face of cabin, interior  
operator station - 39-G-12 Deck Head Green✓ Bottom paint same as you put on original hull of  
"Double Dolphin".

Name one boat "Sea Lion" - CT-2662-L

Name one boat "Sea Horse" - CT-2661-L

Be sure that name and proper number go on each boat.

Yours very truly,

WHALING CITY DREDGE &amp; DOCK CORP.

C.B. Sharp  
President

CBS/da

Stevens  
1200 & Pump Dept

February 22, 1966

Officer in Charge  
Marine Inspection  
109 Federal Building  
Providence, R. I.

Gentlemen:

Supplementing our Request for Inspection of two 40' excursion launches being built by us for the Whaling City Dredge & Dock Corporation, 86 Fairview Ave., Groton, Connecticut, duplicating the one we furnished them in 1964, we submit for your approval the following plans:

1. Outboard Profile; dated 2/21/66
2. Construction Detail; showing seating arrangement and structural details (Revision of Drawing approved March 31, 1964)
3. Construction Detail; showing structural detail of deck (Revision of Drawing approved March 31, 1964)
4. Piping and Electrical Arrangement; dated 2/21/66
5. 100 Gallon Fuel Tank; dated 5/1/64

Our contract calls for early spring delivery.

The two boats we are now working on, we will complete in their entirety, doing all structural work and machinery and electrical installations. On the boat constructed in 1964, the responsibility of the Anchor-  
age extended only to the molding of the hull, deck construction, rudder and fuel tank installation.

The prints submitted at this time show the arrangements of the existing vessel, the "Double Dolphin". It is the desire of Whaling City Dredge & Dock Corp. to have the two boats now under construction as similar as possible to the "Double Dolphin". Accordingly the drawings represent both the existing boat and our proposed construction of the two boats now building.

With specific reference to the drawing of the Outboard Profile the railing heights shown are those on the "Double Dolphin". These are 36" high at the after end and 40" above the seating deck level at the forward end. Although this is not in accordance with section 177.35-1(C), we ask your consideration of their adequacy, in view of the fact that in normal operation all passengers remain seated for the duration of the trip which takes about one hour. A secondary consideration is that a 42" rail height could, to a certain extent, obstruct visibility of the seated passengers.

The Construction Detail revisions show the location of hardware, deck piping connections, relocation of the forward hatch, details of the helmsman's station, and seating as actually provided on the "Double Dolphin".

Electrical wiring will be 14 AWG. The Automatic Bilge Pump is a Par Sea Gulp unit, Model 4615. The water intake strainer is a Groco Model HD-1250 Duplex Strainer. Two 15# CO<sub>2</sub> extinguishers, located in the Engine Room and after companion respectively, and one 5# CO<sub>2</sub> extinguisher located in the Helmsman's Station, will be provided.

Very truly yours,

THE ANCHORAGE, INC.

R. G. Lundstrom, Manager

RGL:SV

cc: Whaling City Dredge & Dock Corp. ✓  
File

February 25th,  
1966

Mr. Charles Sharp  
Whaling City Dredge and Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Enclosed you will find a set of the prints as we have delivered to the Coast Guard in Providence and understand that they are now accepting the rails as shown although they had previously indicated that they were not going to be able to. They said that this is still subject to New York acceptance, however.

You will be glad to know that the first boat has her cockpit sole in place and fiberglassed. The forward and side decks are scheduled to be in place Monday or Tuesday. The fuel tank is in place and the first engine sitting on its bed. The second hull is molded and they are ready to start the two after cabins -- so progress is being made, in fact, we are not far from being able to send you an invoice.

Would appreciate your authorizing us to use the Wilcox Crittenden Birk high duty mufflers. These are Yacht Safety Bureau approved and have the advantage that they can be disassembled for inspection and carry a two year guarantee. We understand that they were originally produced in the New London area so that you may be familiar with them.

The other question - we would like to line the battery boxes with fiberglass instead of lead. Fiberglass is an excellent material to withstand corrosive action of battery acid. Please let us know on these items as soon as you can and we look forward to seeing you whenever you have a chance to stop up to see how these are coming along.

Very truly yours,  
THE ANCHORAGE, INC.

RGL/ev

R. G. Lundstrom, Manager

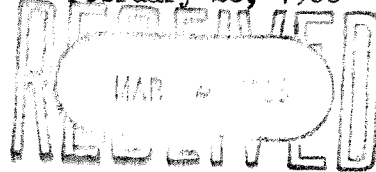
Enc. prints

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

February 28, 1966

The Anchorage, Inc.  
Warren, Rhode Island 02885

Attention: R. G. Lundstrom, Manager

Gentlemen:


Your letter of 25 February received and am glad to see the progress.

I must have good reasons for change of muffler requirements before consenting to change the one we are using as it is rustproof and easy to disconnect and drain.

In the Green Book "Rules and Regulations for Small Passenger Vessels" CG 323, 6 - 1 - 61, page 43, paragraph 183.05-20 (d) and I quote "Acid Batteries shall be located in a tray of lead or other suitable material resistant to deteriorating action by the electrolyte". I know that lead is satisfactory so I would prefer to use it.

At a quick glance the prints seem O. K. Would you make four each of Outboard Profile and Construction Detail Sheets. I want to work on a design for roof covering to submit to the Coast Guard.

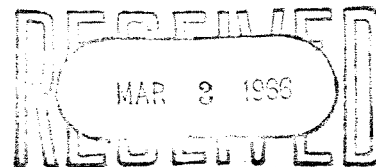
Very truly yours,

  
C. B. Sharp  
President

CBS:ja



TREASURY DEPARTMENT  
UNITED STATES COAST GUARD



ADDRESS REPLY TO:

Officer in Charge  
Marine Inspection  
409 Federal Building  
Providence, R. I. 02903

5946/Anchorage  
1 March 1966

The Anchorage, Inc.  
Warren, Rhode Island

Attn: Mr. R. G. Lundstrom

Subj: 40 foot excursion launches under construction for Whaling City  
Dredge & Dock Corp.

Ref: (a) Your ltr. dtd February 22, 1966

Gentlemen:

The plans forwarded with reference (a) have been reviewed by this office and are returned approved subject to the following comments:

Applicable to enclosure (1):

Inasmuch as these vessels will duplicate a vessel already in service which has proven itself, the rail height as proposed will be acceptable. The space below the rail shall be enclosed with chain link fencing, wire mesh, or the equivalent (46 CFR 177.35-1(c)). Adequate measures shall be taken to assure that passengers will remain seated while the vessel is underway.

The ventilation as shown for the machinery space is inadequate. It shall be increased to comply with 182.20-45(c).

Applicable to enclosure (2):

While the fixed seating appears adequate for a carriage of 42 passengers, approval for that amount cannot be given until adequate stability has been determined.

The sister vessel now certificated in New London will be given a simplified stability test in the near future. The results of that test will be used to determine if any fixed ballast should be added to the vessels.

Enclosure (3) is approved without comment.

Applicable to enclosure (4):

Accessories shall be listed by or equal to those listed by Underwriters Laboratories, Inc. (183.05-35)

All wiring shall be of the stranded type (183.05-45(b) and of a size in accordance with 183.05-45(c).

Each circuit shall be fitted with a circuit breaker or switch and fuses. (183.05-15(c))

The starting battery shall be installed in accordance with 183.05-20 and to the satisfaction of the local inspector.

5946/Anchorage  
1 March 1966

Applicable to enclosure (5):

Notify this office when the fuel tanks are fitted up, before they are closed in, so that an inspector can check on the construction. Also, after they are completed a five pound hydro or air test shall be performed and witnessed.

*Done  
cfl.*

In addition to the foregoing, all work and material shall be to the satisfaction of a local Coast Guard inspector.

Very truly yours,



E. W. HEDGPETH, LT, USCG  
By direction of the  
Officer in Charge, Marine Inspection

March 9th,  
1966

Mr. Charles Sharp  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Enclosed please find four copies of the prints requested also a copy of the approval that we have received from the Coast Guard on these prints last week noting their exceptions.

We are holding up on the railings awaiting word from you as to the changes you may require.

We understand that the Coast Guard is requiring that all of the ventilators should be of the cowel type and will require considerably more area to those ventilating the engine compartment. We are considering the 5" type (deck plate) galvanized #513 Perko and understand that half of these have to be ducted to the bilge.

We will need your decision on railings quickly to prevent it from holding us up here. The coamings are in place, the after cabin coming along well, skeg, rudder and strut in place with shaft ready to go in Monday and clamp has been installed on the second boat. Trust you are pleased with this progress.

Yours very truly,

The Anchorage, Inc.

R. G. Lundstrom, Manager

RGL/ev

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

March 10, 1966

The Anchorage Inc.  
Warren  
Rhode Island, 02885

Attention: Mr. R. G. Lundstrom, Manager

Dear Sir:

Do not hold up on guard railing at all, proceed for completion. When we constructed the rail on the Double Dolphin we used galvanized deck washers for the circular base pad for each rail post and we simply placed the pipe over the washer hole and welded. The reason for this was to eliminate rust from developing between the bottom of the washer and the fiberglass itself. We also used Kuhl's caulking of bedding compound before final tightening to further prevent rust.

The deck ventilation method we used was acceptable. I do not know what a 513 Perko is, but in any event it should not permit dirt, bugs or water to enter the interior of the vessel. We did not have to make any extension to the bilge, this is not a gasoline powered vessel.

We are pleased to learn that good progress is being made toward final completion.

Very truly yours,

Whaling City Dredge &amp; Dock Corp.

C. B. Sharp  
President

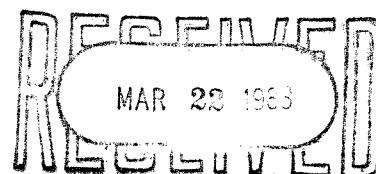
CBS:ja

## WHALING CITY DREDGE &amp; DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENTNEW LONDON  
HILLTOP 5-7401

March 21, 1966

The Anchorage, Inc.  
Warren  
Rhode Island 02885

Attention: R. G. Lundstrom, Manager

Dear Sir:

In answer to some of your questions during my visit last week.

*B-C. 8644*  
*Essex*  
*now avail*  
*eg. # 5176*  
*5-5-6"*  
*@ 21.50*

The searchlight is in Essex Machine Works catalogue. It is No. 1923, 12 volt, Size 2 and shown on Page 188.

*Howard St.*

The boat hooks, No. 244, Size No. 4, galvanized, with 6'-6" handles, shown on Page 17, New London Marine Supply catalogue.

Rescue Light ( Save You Light, trade name ) purchased from New London Marine Supply. It is No. 160, manufactured by Automatic Light Co., Baltimore, Maryland and is a self igniting light, approved by the U. S. Coast Guard. *N.L. Marine have them in stock -*

*✓*

The Folding Stool is Figure 568, Essex Machine Works catalogue, Page 127, Size 2 and is cast manganese bronze.

The Gear Box No. 122820 from Essex Machine Works was returned and is not necessary. We did however have to make a change in the one which was installed. Have your mechanic call our Mr. Silvestri here in our shop and he can explain the change.

The area of the toilet inside the cabin is not painted. We would appreciate having a bilge drain plug in each compartment.

Very truly yours,

Whaling City Dredge &amp; Dock Corp.

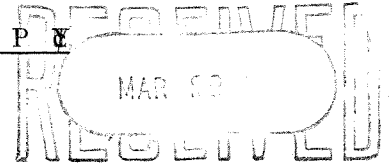
  
C. B. Sharp  
President

CBS:ja

C O P Y

C O P Y

C O P Y



PETERS AND RUSSELL, INC.

SPRINGFIELD, OHIO

March 25, 1966

Mr. E. Peter Bouchard  
Barker-Chadsey Company  
Twenty-seven Mill Street  
Johnston, Rhode Island 02909

Dear Mr. Bouchard:

With reference to your letter regarding 1" inlets and outlets on the 6600 pump, we believe the interpretation you have that the 3/4" is not acceptable is a local interpretation as there is no regulation that we know of pertaining to the size of the hose. The regulation specifies only the amount of delivery which is readily obtained with the 3/4" hose.

We can, however, if you wish, supply our 6600 with 1" spouts if you will so specify on your orders. The 1" spout will add \$2.00 to the cost of the 6600.

Very truly yours,

PETERS AND RUSSELL, INC.

H.M. McIntire (signed)

April 5th,  
1966

Mr. C. B. Sharp  
Whaling City Dredge & Dock Corp  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

In answer to your letter of March 1st, we have ordered the boat hooks and rescue lights from New London Marine Supply but their lights were not in stock and are being awaited

Essex Machine Works did not have the searchlight #1923 nor did their source Wilcox Crittendon or 100 half dozen other suppliers who I thought may have had some left over as it has been out of production for more than a year. We suggest the model #49 "Junior Ray-Lite" searchlight manufactured by the Portable Light Company of Kearny, New Jersey. They are a reputable manufacturer and this #49 more closely approximates the #1923 than any other we could find catalogued.

We are installing a bilge drain plug in each compartment and have talked with your Mr. Silvestri regarding alteration of the steerer mechanism. We asked him to have you let us know the spacing of "Sea Lion" and "Sea Horse" on the transoms. Also, the difference from the bow that the registration numbers were placed and measurement below guard. We have used the Mylar self adhering letters with more success than the painted lettering for registration numbers as the enamel was damaged in cleaning to a greater extent than the Mylar and have never had one of these come off accidentally.

The hand rails and overhead are in place and painted on the first boat and we are ready to begin installation of the benches.

We were about to write the Coast Guard in regard to their letter of March 1st as follows: "The provision of chain link mesh or its equivalent between the courses of the railing we have referred to Whaling City Dredge & Dock Corporation and at this moment have no definitive advice to pass along to you".

over

Mr. C. B. Sharp - 2

April 5th 1966

I have held up on this in the event that you would rather have us do something different or reply to their 3/1 comment, "the space below the rail should be enclosed with chain link fence, wire mesh or the equivalent" (46 CFR 177.35-1) (c). Since it may help in speeding up final acceptance all around will enclose herewith our draft of the proposed letter in its entirety. If you wish us to reword it in any respect before submission, please let us know promptly.

Do not believe flag poles are mentioned anywhere. If we are to purchase them, please advise size. They are available of mahogany varnished in 30, 36, and 48 inch lengths to fit the  $1\frac{1}{2}$  flag pole sockets.

We have had the rudder to skeg bearings made.

Yours very truly,

The Anchorage Inc

R. G. Lundstrom, Manager

RGL/ev  
Enc.



April 7th,  
1966

Officer in Charge  
Marine Inspection  
409 Federal Building  
Providence, Rhode Island, 02903

Subject: 40' Excursion Launches for Whaling City Dredge & Dock Corp

Reference: 5946/Anchorage - Your letter dated 1 March 1966

Gentlemen:

Pertinent to the above launches now under construction in our shop, we wish to supply additional information with regard to specific items contained in your letter of 1 March 1966.

The existing vessel, Double Dolphin, for ventilation in both the fuel tank space, and the engine space used goosenecks fabricated from 3" copper ellis. We propose to install two 3" cowl vents (Perko Fig. 513) in the fuel tank space, the intake facing forward and ducted into the bilge area and the exhaust facing aft and not ducted. For the engine space, we propose to provide two 5" cowl vents of same make arranged similarly, which should provide adequate ventilation and combustion air. All cowls shall be screened to prevent entry of foreign materials.

The plans we submitted to your office show fixed seating for a total of 49 persons. Stability criteria and ballasting are presently not within the scope of our construction contract but rather the responsibility of Whaling City Dredge & Dock Corporation to be taken care of after delivery to Groton, as will be an enclosures between courses of the railing if necessary.

over

Officer in Charge - 2  
Marine Inspeccion

April 7th, 1966

We are installing a two wire system in the vessels now under construction using #14AWG stranded insulated wire for lighting circuits. Engine circuits will use #10AWG wire. Electrical accessories provided will be of Wilcox Crittendon manufacture, or equal if units are unavailable. Navigational lights are of the Sea Glean pattern, dome lights are WC Fig. 1102 and the searchlight 5 3/4" lense, Model no 49 of Portable Light Company, Kearny, New Jersey, which is a sealed beam type unit. All wiring circuits are fused and controlled by switches located in a panel mounted on the port side of the after cabin.

The batteries, 6 volt Surette, connected in series will be contained in a lead lined box securely mounted to hull and engine bed in the location shown in our Electrical and Piping Arrangement plan.

Yours very truly,

THE ANCHORAGE, INC.

RGL/ev

R. G. Lundstrom, Manager

April 19th,  
1 9 6 6

Whaling City Dredge & Dock Corp  
Buell Street  
Groton, Connecticut

Gentlemen:

The bearing ordered for Double Dolphin skeg requires skeg to be drilled and reamed 1 1/2" to accept the bearing and pintle of rudder to be filed to 1" diameter. We expect to ship bearing by UPS tomorrow. Thursday at latest.

Yours very truly,

THE ANCHORAGE, INC.

R. G. Lundstrom, Manager

RGL/ev

MEMO:- ☐ REQUISITION:- ☐

To John Gomes

From RGL

Received by:

Date 4/25/66

Instructions regarding Iathrop diesels from shop supt.  
Ed Johansen who can be reached by phoning person-to-person  
518-828-7662 between 8 and 4:30 except for 12 to 12:45.

Make sure fresh water system is filled. no air in it,  
sea cocks wide open wide to salt water on thru hull intakes.

Takes approx. 9 qts. oil for crankcase.  
approx 2 qts. for transmission of the type specified

When running idling, temp. should read 165-170, underway 175  
Alternator will charge very little on full batteries but  
40 amps when batteries are low.  
Oil pressure about 40 lbs.

Remove air in fuel lines by ~~long~~ removing plug on secondary  
fuel oil filter ( the long skinny one) which has small pump with  
silver 7/8" dia. pump handle which has about a 1" up and  
down stroke. Pump until you see oil coming through this  
plug hole which indicates air is out.

If some air is entrapped in fuel lines but not enough to  
make engine stop it will run ragged for first minute or two

DO NOT RUN engine under way above 1800 r.p.m. for first two  
hours of use.

Work done by: \_\_\_\_\_

Completed: \_\_\_\_\_

Inspected by: \_\_\_\_\_

Shipped: \_\_\_\_\_

Dyecraft 40

4/27/66

$$L = 35.0'$$

$$\Delta = 15500^*$$

$$B = 10.0'$$

$$S = 329.33 \text{ ft}^2$$

$$H = 2.67'$$

$$\#/\text{in Immersion} = 1342.9 \#/\text{in}$$

$$MTI = \frac{.35 A^2}{B} \cdot \frac{0.35 (251.8)^2}{10} = 2219 \text{ ft} \cdot \text{lb.}$$

1. Double Dolphin floated  $\frac{1}{2}$ " over DWL aft  
+ 5" under DWL fwd

$$\therefore \text{average parallel sinkage} = \frac{-.5 + 5.0}{2} = 2.25"$$

$$\text{from Curve of Displ.: } \Delta = 12000^*$$

$$\text{Assume full Fuel Tank} = 720^*$$

$$\text{+ Ballast} = 1240^*$$

Ballast on Double Dolphin located alongside  
Fuel Tank

2. Sea Lion launched April 26 without ballast  
+ with Fuel Tank  $\frac{1}{2}$  full

$$\therefore \Delta \sim 12000 - 360 - 1240 \sim 10450$$

$$\text{Increases parallel sinkage } \frac{1550}{1343} = 1.15"$$

Stern seemed still to be  $\frac{1}{2}$ " over DWL

$$\therefore \frac{-0.5 + x}{2} = 2.25 + 1.15$$

$$-0.5 + x = 340(2)$$

$$x = 720 + 0.5 = 8.3"$$

under DWL fwd.

If ballast were moved 8" fwd: i.e. placed in  
bilge just fwd of Fuel Tank

$$\text{Moment} = 1240 \times 5 = 6200 \text{ ft} \cdot \text{lb.}$$

$$\text{Change of Trim} = \frac{6200}{2220} = 2.8 \text{ in.}$$

Sea Lion would float about: ~~5  $\frac{1}{4}$ " out~~ of 2  $\frac{1}{4}$ " out +  
2  $\frac{1}{4}$ " out aft

Placing ballast fwd would lower  
CG of Ballast about 6'-9" & show  
slight increase in stability

i.e.  $\frac{x}{6} = \frac{1240}{12000} \therefore x = \frac{1240(6)}{12000} = 0.62"$  lower

Probably would not be measurable  
by testing

4/27/66 - Sea Lion - Wt. measured from DWL scribe

Aft -  $\frac{1}{2}"$  over DWL.

Fwd -  $9\frac{3}{4}"$  under DWL.

Average parallel sinkage =  $\frac{-0.5 + 9.75}{2} = 4.63"$

from Curve of Displ.  $\Delta = 9300^\#$

# THE ANCHORAGE · INC ·

16418

AREA CODE 401

BUILDERS OF FAMOUS DYER DINKS • DYER DHOWS  
GLAMOUR GIRL UTILITIES AND DYER CRAFT CRUISERS

PHONE: 245-3300


57 MILLER ST.

WARREN, R. I. 02885

SOLD  
TO

Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

SHIP  
TO

DATE WANTED	CUSTOMER'S ORDER NO.	SHIP VIA: COLLECT <input type="checkbox"/> PREPAID* <input type="checkbox"/> P.P. INS'D <input type="checkbox"/> UPS <input type="checkbox"/>	T E R M S	NET CASH ON DELIVERY <input type="checkbox"/>	INVOICE DATE <b>4/28/66</b>
	OUR ORDER NO.	SPECIAL ROUTING:		DRAFT AGAINST B/L <input type="checkbox"/>	DATE SHIPPED
QUANTITY	DESCRIPTION			UNIT PRICE	AMOUNT
	Payment due - engines, drive shafts, propellers, complete steering, fuel piping and tanks, guards and all deck hardware in place on both boats.				\$10,000.00
				* TRANSPORTATION	
				TAX	
				TOTAL	\$10,000.00

ACKNOWLEDGEMENT

May 5th,  
1966

Mr. Charles Sharp  
Whaling City Dredge & Dock Corporation  
86 Fairview Avenue  
Groton, Connecticut

Dear Mr. Sharp:

Congratulations on your victory at the polls.

The coupling you inquired about was purchased from Grumman Allied on the engine so we have written them as enclosed.

The Coast Guard have final inspection scheduled after noon here next Monday following launching the middle or latter part of the morning. I advised your man of this hoping you can schedule delivery for Tuesday, May 10th but will await your reply. We should also discuss delivery formalities prior to Tuesday.

Trust it will not be blowing the gale it is this afternoon.

Yours very truly,

THE ANCHORAGE, INC.

R. G. Lundstrom, Manager

RGL/ev  
Enc. CC ltr. to Grumman



May 5th,  
1966

Grumman Allied Industries, Inc.  
Engine Division  
600 Old County Road  
Garden City, New York, 11532

Attn: Mr. Walter Looker

Gentlemen:

Please advise Mr. Charles Sharp, Whaling City Dredge & Dock Corporation, 86 Fairview Avenue, Groton, Connecticut the make, model and availability of the flexible couplings, 1 1/2" bore used on the two D-110-Vs recently supplied us. He is interested in equipping the No. 1 boat similarly with this coupling and I believe would want another as spare. A copy of your letter would be appreciated.

We will launch the No. 3 boat on Monday, May 9th and will contact your office if we have any questions on the engine after we start it and check it out. Mr. Wartenberg complimented us on the installation when he inspected it recently.

Yours very truly,

THE ANCHORAGE, INC.

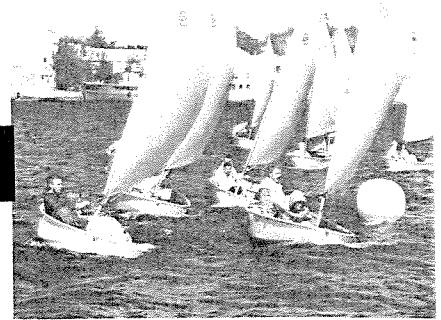
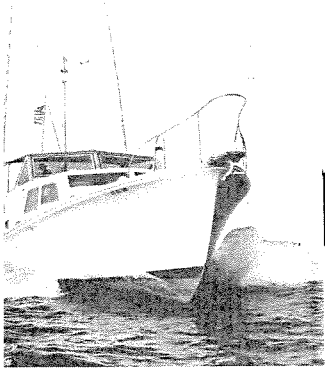
R. G. Lundstrom, Manager

RGL/ev  
CC Mr. Sharp

INCORPORATED 1930

# THE ANCHORAGE • INC •

Builders of Famous DYER DINKS • DYER DHOWS  
Glamour Girl Utilities and DYERCRAFT Cruisers



WARREN, RHODE ISLAND 02885  
Telephone CHerry 5-3300

## News Release

On May 9th, the third of three of these Dycraft 40 Sight Seeing Launches went overboard at The Anchorage, Inc., Warren, Rhode Island. They are powered by single Lathrop D-110-V Marine Diesels with which they attain a speed of 12 knots with full load of 48 passengers. This Nicholas Potter designed fiberglass hull was tank tested at M.I.T. before molds were constructed and a variety of successful yacht models have been built to take advantage of its sea-kindliness and easy motion. One finished as a deep sea Club Sports-fisherman for the Cabo Blanca Club in Peru attains a top of 20 knots with twin GM-4-53 diesel engines and others with gasoline V-8 Interceptors do 25 knots yet their foremost attribute is comfort, even under rough water conditions.

The three Dycraft 40 Sight Seeing Launches are all owned by Whaling City Dredge & Dock Corp, Groton, Connecticut whose lure "See Submarine by Boat" attracted 17,000 passengers last year when only one of the 40-footers was operating. Thousands who signed the log after making the trip have commented variously, "Wonderful", "Very Good", "Perfect", "Interesting", "Informative", about the one hour tour which includes, U. S. Naval Submarine Base, U. S. Coast Guard Academy, General Dynamics Corp., Electric Boat Division ("birthplace" of the Polaris



News Release (cont)

"Interesting", "Informative", about the one hour tour which begins at their wharf directly under the Groton end of the high Groton-New London Bridge includes U. S. Naval Submarine Base, U. S. Coast Guard Academy, General Dynamics Corp., Electric Boat Division ("birthplace" of the Polaris Missile submarines), Connecticut College for Women, State Steamship Pier where Submarine Tender Fulton is based, Chas. Pfizer & Co., Inc., plant, and U. S. Naval Underwater Sound Laboratory. President, Clarence Sharp, who incidentally was elected Mayor of Groton in May, says his policy of never keeping anyone waiting over twenty minutes has been instrumental in the success of the venture which has become one of the leading tourist attractions of the New London-Groton-Mystic area. How many other areas would benefit from the availability of boats of this type : The first of the three Dycraft 40s was purchased partially completed at The Anchorage, Inc., which offers both their 29 and 40' models as bare hulls and at various stages of completion but the two this spring were purchased essentially finished except for installation of sound equipment and ballasting.

Dyercraft 40 #8  
Built for Whaling City Dredge & Dock Corporation

---

Completion Date April 26th, 1966

Date of Final Coast Guard Inspection April 26th, 1966

Dyercraft Name Plate 40 #8

Lathrop D-110-V Marine Diesel, Serial No. 9756601

Keys on Dyercraft Key Float

Engine Maintenance Manual & Parts List

3" Copper Exhaust pipe & muffler

Complete Steering station & engine controls - Morse

Paragon reverse Gear, shaft, wheel - 5E1964

2 6 Volt Batteries hooked in series

Lead Lined Battery Box

Lighting Terminal switch box

Navigational & compartment lights

Dome light

Wiring for Public address system

Electric horn

Search light #2 12 Volt

100 Gal. Fuel Tank with complete piping & bonding

Fuel tank vent.

Auxiliary Bilge Pump, Serial No. F120-5

Manual Bilge pump

Portable CO<sub>2</sub> Fire extinguishers 15 lb. 15 lb. 5 lb. & located Engine room, Gas tank  
room, Steering Section, respective

4 Screened Compartment ventilators

Life preserver container

Life Preservers No. 50 Adult 10 Children

Life Ring 24" with rescue light

Deck Hardware:

2 Bow chocks

8 Cleats

Anchor chocks

Flag Pole socket & Staff Fwd.

Flag Pole Socket & Staff aft.

2 Boat hooks

Safety Rail

Safety Gate Chains - 2

Complete Passenger Seating for 48

4 Deck lines 3/4" Manila 30' Long

Anchor line 150' 1" Manila with spliced eye

Anchor

8" Ships Bell

Painting:

Bottom	_____	Coats
Deck	_____	Coats
Rails	_____	Coats
Chairs	_____	Coats

Lettering on Transom

Registration Nos on Bow

Lettering on Life Jacket Storage

Manual Toilet

3 Bronze Drain Plugs \_\_\_\_\_


Box for Public address system

Operators Seat

2 Main Deck scuppers

Fuel Tank Filled

Acceptance upon delivery at Groton, Connecticut

  
Whaling City Dredge & Dock Corp.

Date: 4/29/66

Dyercraft 40 #9  
Built for Whaling City Dredge & Dock Corporation

---

Completion Date May 9th, 1966

Date of Final Coast Guard Inspection May 9th, 1966

Dyercraft Name Plate 40 #9

Lathrop D-110-V Marine Diesel, Serial No. 9766601

Keys on Dyercraft Key Float

Engine Maintenance Manual & Parts List

3" Copper Exhaust pipe & muffler

Complete Steering station & engine controls - Morse

Paragon reverse Gear, shaft, wheel - 5C2607

2 6 Volt Batteries hooked in series

Lead Lined Battery Box

Lighting Terminal switch box

Navigational & compartment lights

Dome light

Wiring for Public address system

Electric horn

Search light #2 12 Volt

100 Gal. Fuel Tank with complete piping & bonding

Fuel tank vent.

Auxiliary Bilge Pump, Serial No. 026-18

Manual Bilge pump

Portable CO<sub>2</sub> Fire extinguishers 15 lb. 15 lb. 5 lb. & located Engine room, Gas tank room, Steering section, respectively

4 Screened Compartment ventilators

Life preserver container

Life Preservers No. 50 Adult 10 Children

Life Ring 24" with rescue light

Deck Hardware:

2 Bow chocks

8 Cleats

Anchor chocks

Flag Hle socket & Staff Fwd.

Flag Pole Socket & Staff aft.

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4 Deck lines 3/4" Manila 30' Long

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Anchor

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Bottom	_____	Coats
Deck	_____	Coats
Rails	_____	Coats
Chairs	_____	Coats

Lettering on Transom

Registration Nos on Bow

Lettering on Life Jacket Storage

Manual Toilet

3 Bronze Drain Plugs \_\_\_\_\_

Box for Public address system

Operators Seat

2 Main Deck scuppers

Fuel Tank Filled

Acceptance upon delivery at Groton, Connecticut

Whaling City Dredge & Dock Corp.

Date: 5/10/66

May 10th,  
1966

Mr. Charles Sharp  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Please find enclosed for your approval a release as we would give it to Maine Coast Fisherman. Any changes you wish can be incorporated.

When the Northeaster failed to materialize today, we expected to see you and a captain to accept and take "SEA HORSE" to Groton. The Coast Guard inspection was made yesterday and all has been ready for you since then.

Trusting we will see or hear from you tomorrow, the 11th, we are

Yours very truly,

THE ANCHORAGE, INC.

R. G. Lundstrom, Manager

RGL/ev  
Enc. News release



May 12th,  
1966

Mr. Clarence B. Sharp  
Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Trust the "SEA HORSE" made as good time as the "SEA LION" Warren to Groton and that you are pleased with both boats.

A table of fuel filling was figured and is enclosed in the hope it will be helpful. Also enclosed are the engine cards to be sent Grumman regarding warranty.

You will find an invoice enclosed as it would be based on the Rhode Island Tax applicable for deliveries in Rhode Island. This can be rewritten if you find it should be otherwise.

On "SEA LION" we neglected to install a switch to pump forward compartment separately as explained to Vinney Silvestri but included an extra on boat today and you may charge back the installation labor on this.

Will appreciate any good pictures you get of the whole fleet.

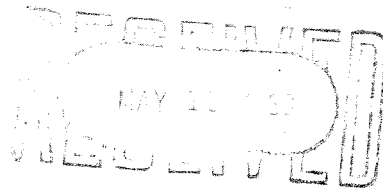
Yours very truly,

THE ANCHORAGE, INC.

R. G. Lundstrom, Manager

RGL/ev  
Enc. invoice  
fuel + able filling chart  
warranty cards

*Doug Amster*  
*White on Bow*  
*2 gals*  
*anyline*



May 13, 1966

Mr. Charles Sharp  
Whaling City Dredge & Dock Corporation  
86 Fairview Avenue  
Groton, Connecticut

Dear Sir:

At the request of Mr. R. G. Lundstrom, The Anchorage, Inc., Warren, Rhode Island, we are pleased to inform you that the flexible shaft coupling used in the Lathrop D-110-V engine is a Federal flexible coupling, Model 66, (1-1/2"). Normally, if in stock, shipment of this coupling can be made promptly, otherwise shipping time is approximately two weeks.

If we can be of assistance in this connection, please let us know.

Very truly yours,

GRUMMAN ALLIED INDUSTRIES, INC.  
ENGINE DIVISION

Walter R. Looker  
Sales Manager

WRL:ms

cc: Mr. R. G. Lundstrom  
The Anchorage, Inc.  
Warren, Rhode Island

# THE ANCHORAGE · INC.

16767

AREA CODE 401

BUILDERS OF FAMOUS DYER DINKS • DYER DHOWS  
GLAMOUR GIRL UTILITIES AND DYERDRAFT CRUISERS

PHONE: 245-3300

57 MILLER ST.

WARREN, R. I. 02885

SOLD  
TO

Whaling City Dredge & Dock Corp.  
Buell Street  
Groton, Connecticut

SHIP  
TO

DATE WANTED	CUSTOMER'S ORDER NO.	SHIP VIA: COLLECT <input type="checkbox"/> PREPAID* <input type="checkbox"/> P.P. INS'D <input type="checkbox"/> UPS <input type="checkbox"/>	NET CASH ON DELIVERY <input type="checkbox"/>	INVOICE DATE <b>5/12/66</b>
	OUR ORDER NO.	SPECIAL ROUTING:	DRAFT AGAINST B/L <input type="checkbox"/>	DATE SHIPPED <b>See Below</b>
QUANTITY	DESCRIPTION			UNIT PRICE
	Dyercraft 40 Sight Seeing Launches - Hull No. 40-8 powered with engine No. 9756601, Hull No. 40-9 powered with engine No. 9766601.....Both Models Lathrop D-110-V Diesel			\$43,000.00
	Extras:			
	2 Rudder Bearing installed @\$22.00			44.00
	1 Rudder Bearing not installed			8.00
	4 Fenders @\$7.75-40%			18.60
	Days early excluding Saturday & Sunday			
	No. 40-8	4/27 -- 5/27 inclu.	25	
	No. 40-9	5/10 -- 6/13	25 @ \$10.00	480.00
	Credit of payments:			\$43,550.60
		\$ 500.00		-43,000.00
	No. 40-8 Delivered Groton, 4/29		500.00	\$ 550.60
	No. 40-9 Delivered Groton, 5/10		20,000.00	
			10,000.00	
			5,000.00	
			7,000.00	
	*TRANSPORTATION			
	TAX			
	TOTAL			\$ 550.60

Received final payment 6/22/66

ACKNOWLEDGEMENT

June 18th, 1966

Mr. Clarence B. Sharp  
Whaling City Dredge & Dock Corp.  
Buel Street  
Groton, Connecticut

Dear Mr. Sharp:

Enclosed please find launching picture promised.  
An excellent account of your operation appeared in the Providence Evening Bulletin last night. Will try to obtain a copy to enclose or forward one Monday. I presume it was one of those resulting from your entertaining the travel editors group several months back.

When I tried to reach you yesterday, your man ordered a couple of gallons of the white acrylic coating we use. If this is not for use on the 1st boat, don't see where it should be necessary for the new ones except possibly for the small after-side decks of the new ones. The fiberglass-resin surface should clean up without requiring painting.

I mentioned to your man that Mrs. Dyer has to file our May Sales Tax report on Monday, June 23rd so please phone us collect on Monday regarding our last invoice covering tax and delivery bonus so we will know how to record them on the report. Also, please let us know if you are holding up final payment for any reason.

The Dyercraft 29 Manhasset Bay Yacht Club Launch was put overboard late this week and final Coast Guard certification is expected Monday. An ad in the "Soundings" Newsmagazine would probably locate a club needing one of your old boats as a club launch. If you do advertise it, suggest stressing the fact that it has Coast Guard certification.

You certainly have all one could ask for weather for your Yale-Harvard Race charter today. Hope for your sake and ours, too, similar weather will prevail for the whole summer.

Sincerely yours,

R. G. Lundstrom, Mgr.

RGL/lr  
Enc: Photo  
Article from last night's paper

ULKHEADS

FOUNDATIONS

DOCKS

WHALING CITY DREDGE & DOCK CORP.

BUELL STREET, GROTON, CONNECTICUT

C. B. SHARP  
PRESIDENT

NEW LONDON  
HILLTOP 3-7401

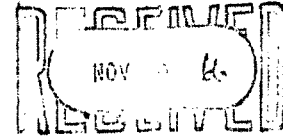


November 8, 1946

The Anchorage, Inc.  
Warren, Rhode Island

Attention: Mr. Lundstrom

Dear Sir:



When you built the Sea Horse and Sea Lion for us your  
Naval Architect made a drawing showing profile and plan of  
the boat.

I want to do some planning for covers on the boats and  
would appreciate very much if you could loan us the original  
tracings or would you have a dozen prints made of each,  
profile and plan views?

Very truly yours,

WHALING CITY DREDGE & DOCK CORP.

C. B. Sharp  
President

7/5/da

November 17th,  
1966

Mr. C. B. Sharp  
Whaling City Dredge & Dock Corp  
Buell Street  
Groton, Connecticut

Dear Mr. Sharp:

Thank you for your letter of November 8th and trust that by now you have the blueprints requested as we instructed Providence Blueprint to copy the original and mail you twelve prints.

We have never received the delivery receipt as requested and definitely require it the next time our sales tax records are audited. Please take care of this at your first opportunity and let us know how the boats worked out this past year.

Did you ever get the picture you were trying to get of the three boats in use with or without a submarine in the background?

Understand one of the operators of a sight seeing launch at Fall River basing alongside the battleship Massachusetts came down and took a ride and was tremendously impressed, particularly with the sound system which he thought was synchronized beautifully and especially well prepared. The Fall River launch was made to resemble the old Fall River <sup>HSC</sup> launch steamship and has been quite successful but I don't recall the number of people they said they carried this year their first. Believe you have much more to see there than they can offer. They charge less and have a ready made crowd magnet in the battleship

We are completing Dyercraft 29's for the Army Engineers currently with GM4-55N diesel power. If you want a boat ride in December we will let you know when the trials will be held

Yours very truly,

THE ANCHORAGE, INC.